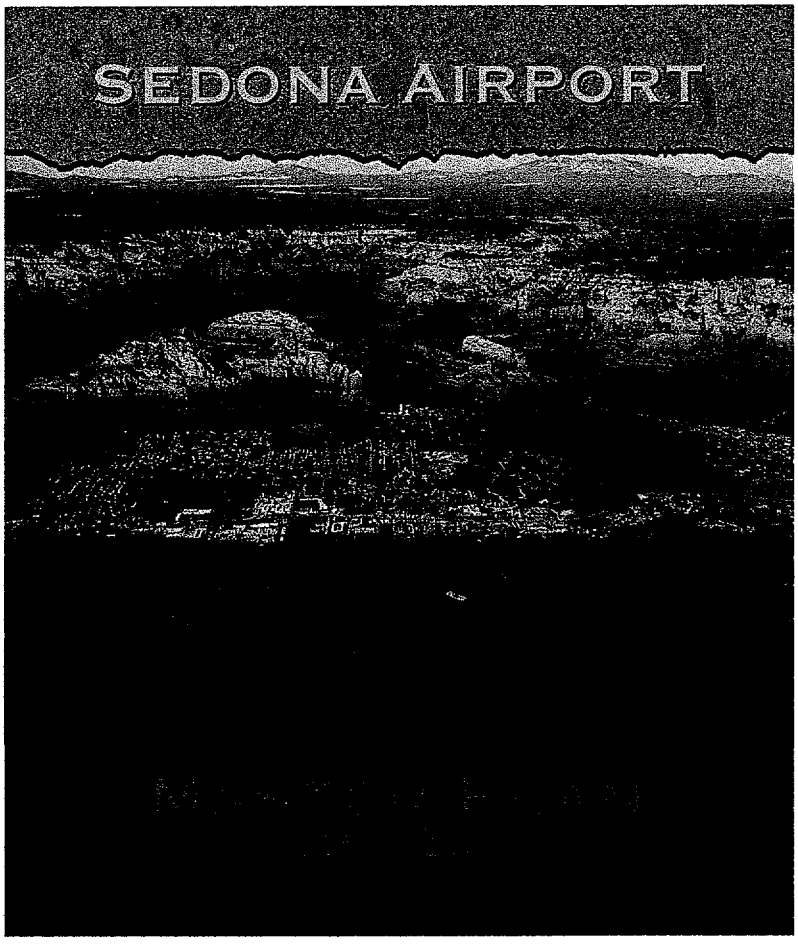


AIRPORT PLANS

Chapter 7
AIRPORT PLANS

7.1 INTRODUCTION

The preferred airport development Alternative A presented in Chapter 5 identified proposed improvements for the various airport components for the next twenty years. A set of airport layout plans, referred to as the ALP set, were prepared to graphically depict these proposed improvements. In order to be eligible for federal funding assistance under the Airport Improvement Program (AIP), future airport development must be shown on an approved ALP.

The Airport Layout Plan (ALP) sheet is the primary drawing of the ALP set. The ALP sheet illustrates both existing and proposed facilities, representing the overall development plan for the Airport. Other drawings in the set show existing and future airport conditions in terms of airspace, land use, and property ownership.

The ALP set is an important tool for airport development. All ALP set drawings should be reviewed and revised upon completion of airport improvement projects. Each ALP set submitted for FAA review should include a completed ALP checklist. A copy of the completed FAA ALP Checklist is included in Appendix B, Airport Plans section.

Drawings developed in the ALP set for Sedona Airport (SEZ) include the following:

- Title Sheet and Index
- Airport Layout Plan
- Terminal Area Plan
- Airspace Plan/Part 77
- Approach Plan and Profiles
- Runway Protection Zone Details
- Airport Property Map
- Land Use/Noise Contour Map

A brief description of the purpose of each drawing is provided on the following pages with a reduced-size set of drawings included at the end of this chapter.

7.2 TITLE SHEET AND INDEX

The Title Sheet and Index serve as an introduction to the ALP set of drawings. This sheet outlines the title and exhibit number of each drawing within the set. A vicinity map and location map is also shown on this sheet. The vicinity map shows the general geographic location of Sedona and the Sedona Airport (SEZ) relative to other cities and towns in the State of Arizona. The Location Map shows the location of SEZ within the Northern Yavapai County region.

7.3 AIRPORT LAYOUT PLAN

The Airport Layout Plan (ALP) sheet is the primary drawing of the ALP set. The ALP sheet illustrates both existing and proposed facilities, representing the overall development plan for the Airport. This drawing reflects the preferred development (Alternative A) which includes apron expansion, roadway circulation

improvements, auto parking, potential Fixed Based Operator (FBO) sites, and utility improvements. The Layout Plan reflects all projects recommended in the Master Plan Update through the year 2017 as well as beyond the planning period.

In addition to the ALP's graphic illustration of the existing and future conditions of Sedona Airport, other pertinent data is included as well. This data is presented in the airport data table, runway data table, all-weather wind rose, deviations from standards table, and the legend.

The airport data table includes the following information for Sedona Airport (SEZ): airport elevation, airport reference point (ARP) coordinates, mean maximum temperature, airport and terminal navaids, airport reference code (ARC), airport lighting, and taxiway lighting & marking. The existing ARC (as described earlier in Chapter 2) for SEZ is B-I, which indicates that the design aircraft expected to use SEZ are in Approach Category B, and Airplane Design Group I. Ultimately, the airport's ARC will be B-II.

The runway data table presents the following information for the runway at SEZ: runway end elevations and coordinates, effective runway gradient, percent wind coverage, approach category and design group, runway dimensions, runway surface, pavement strength, runway instrumentation, runway lighting, runway marking, approach aids, approach surfaces (with visibility minimums), and runway safety area (RSA) and object free area (OFA) dimensions.

The all-weather wind rose, also shown on the ALP sheet, covers wind conditions under all weather conditions. The all-weather windrose indicates by compass sector the frequencies at which winds in a given velocity range occur. Runway orientation is superimposed on the wind rose and the percentage of wind coverage for the all-weather condition is provided. Due to the lack of historical wind data available for Sedona Airport, the data used for the windrose was collected from an AWOS system located at Sedona Airport for a period of one year, 1996-1997.

7.4 TERMINAL AREA PLAN

The terminal area plan is an enlarged and refined plan view of the selected development shown on the ALP sheet. The ultimate terminal area development includes aircraft apron expansion, additional hangars at the existing hangar areas, roadway development throughout the airport, supplementary automobile parking spaces around the terminal and hangar areas, and potential Fixed Based Operator (FBO) locations. The facility requirements within the 20-year planning period for aircraft parking aprons, hangars and automobile parking are reflected in this drawing, as well as potential additional spaces needed beyond the 20 years. This will enable the airport to protect and reserve these areas for future expansion.

7.5 AIRSPACE PLAN

The Airspace Plan depicts the ultimate airspace for SEZ as defined by Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace.* The intent of these regulations is to protect the airspace and approaches to each runway from hazards that could affect the safe and efficient operation of the airport. Protection of these areas is outlined by a set of "imaginary surfaces" shown on the Airspace Plan. Any penetration of these imaginary surfaces is defined as an obstruction affecting navigable airspace. Design criteria for these surfaces are determined by airport category and runway approach instrumentation. The ultimate airspace surfaces shown on the plan are the same for the existing condition as no changes to the SEZ runway lengths; airport category or instrumentation is planned through 2017.

The principal imaginary surfaces shown in the airspace plan include:

- Primary Surface
- Approach Surface
- Horizontal Surface
- Transitional Surface
- Conical Surface

7.5.1 Primary Surface

The primary surface is a surface longitudinally centered on a runway. When the runway has a prepared hard surface, the primary surface extends 200 feet beyond each end of the runway. While existing Runway 3-21 currently has visual approaches, a non-precision approach is proposed on Runway 3 end in the future with a primary surface width of 500 feet.

7.5.2 Approach Surface

The approach surface is a surface longitudinally centered on the extended runway centerline, which extends outward and upward from each end of the primary surface. Approach slope and dimensions are determined for each runway end based on the type of approach.

Runway 3-21 is currently categorized as a visual runway and requires a 20:1 approach slope out a horizontal length of 5,000 feet. The approach surface measures 250 feet at the inner edge, where it matches the primary surface for this runway, and expands uniformly to a width of 1,250 feet at its outermost point (5,000 feet out). Ultimately, the runway is planned with a 34:1 approach slope out with a horizontal length of 10,000 feet. The approach surface measures 500 feet at the inner edge, where it matches the primary surface for this runway, and expands uniformly to a width of 3,500 feet at its outermost edge.

7.5.3 Horizontal Surface

The horizontal surface is a horizontal plane 150 feet above the established airport elevation. At SEZ, the elevation is approximately 4,827 feet MSL so the horizontal surface is at an elevation of 4,977 feet. The plan dimensions of the horizontal surface are set forth by arcs of specified dimensions from the end of the primary surface for each runway. A tangent line connects the arcs. These arcs correspond with the approach surface length described in section 7.5.2.

7.5.4 Transitional Surface

The transitional surface is an imaginary surface used to join two surfaces together. This surface is an inclined plane with a slope of 7:1 extending upward and outward from the primary and approach surfaces. The transitional surface ends at its intersection with the horizontal surface or other more critical surface preceding it. This surface is used in establishing the airport's building restriction line (BRL) shown on the ALP drawing.

7.5.5 Conical Surface

The conical surface is an inclined plane extending upward and outward from the outer boundary of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The top of the conical surface is at a height of 350 feet above the airport elevation, which is 5,177 feet for SEZ.

7.6 APPROACH PLAN AND PROFILES

The Approach Plan and Profiles Drawing provides a detailed look at the physical features near each runway's extended centerline including topography, roads, obstructions and incompatible objects in these critical areas. A profile drawing summarizes the existing obstructions to SEZ airspace and their disposition.

7.7 AIRPORT PROPERTY MAP

The Airport Property Map drawing is provided to show the physical boundary of the airport. In addition, the boundaries of leased parcels and their leases are identified. Further, the Property Map typically reflects future acquisitions, easements, and/ or use agreements.

As a result of comparing previous Airport Layout Plans, Master Plans (dated 1981 & 1992), legal descriptions and a property survey performed by Yavapai County, an apparent discrepancy in a portion of the western boundary of the airport was discovered. The survey revealed that approximately 11.2 additional acres were included in the airport property than what the original property deed indicates. This results in the surveyed western airport boundary being further to the east than shown in the previous documents. Yavapai County is currently working with the affected parties to resolve the issue. Appendix B, Airport Plans section, includes a copy of the recent correspondence regarding this issue.

As shown on both the ALP and property map, the existing RPZ and nearly the entire future RPZ on Runway 3 are controlled with an avigation easement. For Runway 21, approximately half of the existing and future RPZs are controlled with an avigation easement. However, the remainder that is owned by the U.S. Forest Service, drops well below the elevation of the runway end, and generally consists of undevelopable land. Thus, it is recommended that the requirement to acquire the additional property outside the existing RPZ easements be waived.

7.8 LAND USE MAP/NOISE CONTOUR MAP

There are two primary considerations for land use planning in the vicinity of airports. First, to secure those areas essential to the safe and efficient operation of the airport and second, to determine compatible land uses for on-airport and adjacent off-airport property. Achieving these two goals will ensure that the airport and adjacent land will be complementary and advantageous to one another. On-airport land use was previously addressed during the alternatives analysis element of the master plan to assist in the identification of an orderly development program for the airport. Off-airport land use is addressed in this section.

The Land Use/Noise Contour Map for Sedona Airport illustrates the areas affected by the zoning jurisdiction. Noise Contours, associated with the types of aircraft that operate today and in the future, are drawn to show current and future noise exposure using the FAA's Integrated Noise Model. The 55, 60, 65, and 75 DNL contours, as previously discussed in Chapter 6, have been modeled. Appendix B, Environmental section, includes the noise-modeling echo report (input file) for the resulting contours.

In 1997, the Arizona legislature passed a measure that authorizes and encourages airport sponsors that possess zoning authority to develop and implement an Airport Influence Area (AIA). These AIA's can consist of areas affected by noise contours, traffic patterns, safety areas, Runway Protection Zones and Part 77 Airspace Surfaces. It is left to the airport sponsor to determine the extent of influence that any of these criterion may impose on off-airport property. The ADOT Aeronautics Division recommends the use of the airport traffic pattern to establish the AIA. Sedona's traffic pattern is depicted on the Land Use/Noise Contour Map, Sheet 8.

MASTER PLAN SET

SEDONA AIRPORT

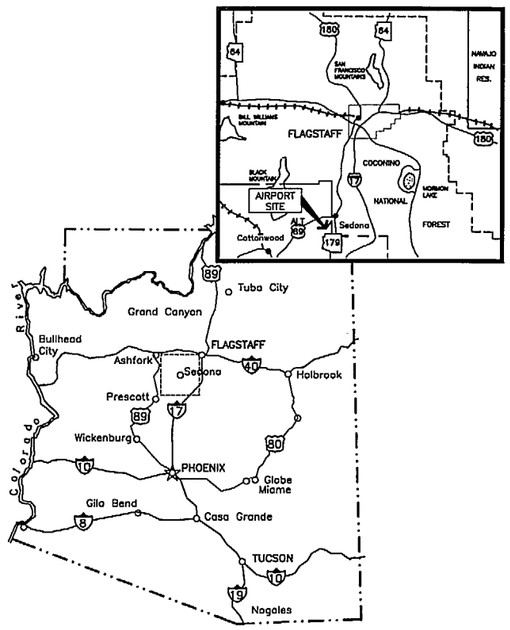
SEDONA, ARIZONA

GENERAL DESCRIPTION OF PROJECT:

AIRPORT MASTER PLAN

SHEET INDEX

SHEET NO. DESCRIPTION



ARIZONA

NO.	DESCRIPTION OF WORK	DATE	BY	APPROVED
1	ALP UPDATE	12/99	RC	

SEDONA AIRPORT

SEDONA, ARIZONA

COVER SHEET

SCALE	JOB NO.	DATE	SHEET
NONE	81442608	6/99	1 OF 8

Stantec Consulting Inc.
7778 Pointe Parkway W, Suite 290
Phoenix, Arizona 85044 USA
Phone: (602) 438-2200 Fax: (602) 431-9562

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RUNWAY DATA TABLE

DATA ELEMENTS			RWY 03–21 EXISTING	RWY 03–21 FUTURE
RUNWAY CATEGORY/DESIGN GROUP CODE			B-I	B-II
RUNWAY DIMENSION			5,130' x 75'	SAME
RUNWAY BEARING (TRUE)			N 44 56' 00" E	SAME
MAXIMUM RUNWAY ELEVATION (MSL)			4,827'	SAME
RUNWAY NAVAIDS (ILS, NDB, GPS) (CURRENTLY EXPERIMENTAL)			NDB, GPS-A	GPS
RUNWAY VISUAL AIDS (GVGI, REIL, ETC.)			VASIs, R.E.I.L.	SAME
APPROACH SLOPE			20:1	RWY 03 34:1; RWY 21 20:1
APPROACH VISIBILITY MINIMUMS			1.5 MILES	SAME
THRESHOLD DISPLACEMENT			NONE	NONE
RUNWAY SAFETY AREA (RSA)	RUNWAY 03	200'	5,570' x 120'	(SEE NOTE 2)
	RUNWAY 21	240'	5,570' x 120'	(SEE NOTE 2)
RUNWAY OBJECT FREE AREA (OFA)			5,610' x 250'	SAME (SEE NOTE 5)
OBJECT FREE ZONE (OFZ)			5,530' x 250'	5,530' x 500'
PAVEMENT STRENGTH	POUNDS (1000)		15,000 SWL	30,000 SWL
	TYPE		ASPHALT	SAME
PAVEMENT SURFACE TREATMENT* NOTE: P-SEAL=PAVER SEAL COAT 5/8" ACFC=ASPHALTIC CONCRETE FRICTION COURSE ACOL=ASPHALT CONCRETE OVERLAY			P-SEAL/1/2" ACFC ACOL	SEE PAVEMENT MAINTENANCE PROGRAM
RUNWAY MARKING	TYPE		VISUAL/BASIC	NON-PRECISION
RUNWAY EFFECTIVE GRADIENT (%)			1.82	SAME
RUNWAY LIGHTING (URL, MIRL, HIRL)			MIRL	SAME
RUNWAY APPROACH LIGHTING (ODALS, MALSAR, ETC.)			NONE	NONE
FAR PART 77 CATEGORY			VISUAL	NON-PRECISION

TAXIWAY DATA TABLE

DATA ELEMENTS	EXISTING	FUTURE
TAXIWAY DIMENSIONS	4,600' x 40'	4,600' x 35'
TAXIWAY SURFACE TYPE	ASPHALT	ASPHALT
TAXIWAY MARKING	BASIC	BASIC
TAXIWAY LIGHTING (REFLECTORS, MITL)	NONE	MITL

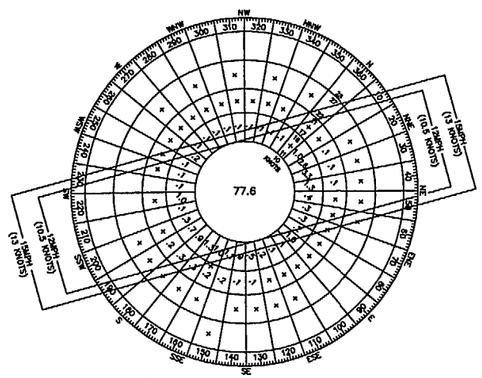
RUNWAY END COORDINATES

RUNWAY		EXISTING	ULTIMATE
RUNWAY 3	LATITUDE	34°50'37.168"N	34°50'37.168"N
	LONGITUDE	111°47'36.451"W	111°47'36.451"W
RUNWAY 21	LATITUDE	34°51'12.565"N	34°51'12.565"N
	LONGITUDE	111°46'51.362"W	111°46'51.362"W

GENERAL NOTES:

1. ALL LAT/LONG COORDINATES ARE NORTH AMERICAN DATUM 1983 (NAD 83)
2. ACTUAL RSA ATTAINABLE IS 5570' X 120'. RSA CANNOT BE ACHIEVED DUE TO EXISTING TERRAIN SLOPES. REQUEST FOR MODIFICATION TO STANDARD TO THE FAA IS RECOMMENDED.
3. A BOUNDARY SURVEY TO VERIFY THE AIRPORT PROPERTY LINE WAS CONDUCTED BY YAVAPAI COUNTY IN JUNE 1998. THE SURVEY REVEALED AN ERROR IN THE PROPERTY LINE AS DEPICTED ON THE APPROVED ALP. THE PROPERTY NECESSARY TO FACILITATE EXISTING AND FUTURE AIRPORT DEVELOPMENT NEEDS TO BE TRANSFERRED FROM THE USFS.
4. THE FOLLOWING BUILDINGS PENETRATE THE FUTURE FAR PART 77 TRANSITION SURFACE FOR RUNWAY 03-21: BUILDING #24, MAXIMUM PERMITTED HEIGHT IS 9 FEET, BUILDING 35, MAXIMUM PERMITTED HEIGHT IS 13 FT. BUILDINGS #21 AND 22, MAXIMUM HEIGHT PERMITTED IS 20 FT. IT IS RECOMMENDED THAT THE AIRPORT SURVEY THE HEIGHT OF THESE BUILDINGS AND/OR RELOCATE THEM IF NECESSARY.
5. TO PREVENT HOLD BARS ON THE TAXIWAY CONNECTORS FROM INTRUDING INTO THE TAXIWAY OFA AND ALLOW ADEQUATE CLEARANCE FOR TAXIING AIRCRAFT, EXISTING OFA DIMENSIONS REMAIN FOR SMALL AIRCRAFT EXCLUSIVE STANDARDS.

MAGNETIC DECLINATION = 12°34.2 EAST (1999)
ANNUAL RATE OF CHANGE = -.80' WEST
SOURCE: NOAA, 1999



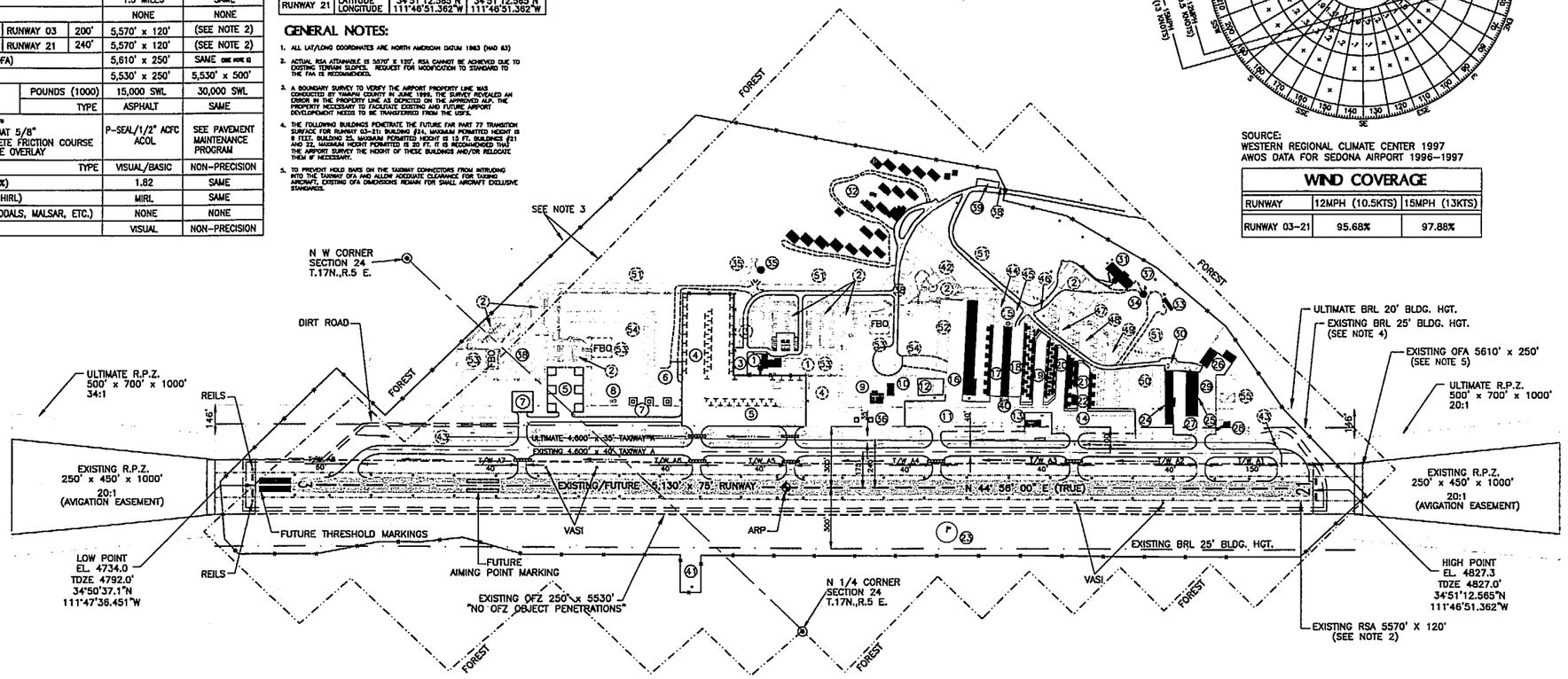
SOURCE:
WESTERN REGIONAL CLIMATE CENTER 1997
AWOS DATA FOR SEDONA AIRPORT 1996–1997

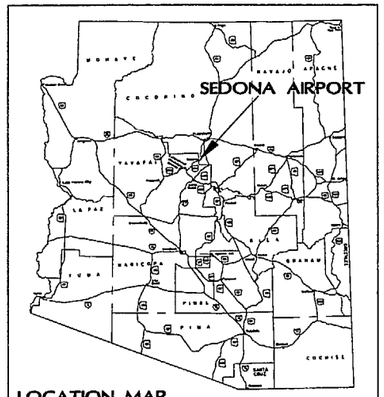
WIND COVERAGE

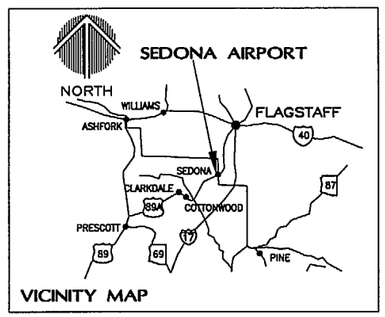
RUNWAY	12MPH (10.5KTS)	15MPH (13KTS)
RUNWAY 03–21	95.68%	97.88%

LEGEND

EXISTING	FUTURE	DESCRIPTION
		PROPERTY LINE
		FENCING
		BUILDING RESTRICTION LINE
		AIRPORT REFERENCE POINT (ARP)
		FACILITY DEVELOPMENT
		RUNWAY SAFETY AREA
		BUILDING FACILITIES
		DRAINAGE
		CULVERT
		TOPOGRAPHIC CONTOUR
		PAVED ROAD
		UNPAVED ROAD
		POWER POLE
		SECURITY LIGHT
		MEDIUM INTENSITY RUNWAY LIGHTS (MIRL)
		MEDIUM INTENSITY TAXIWAY LIGHTS (MITL)
		RUNWAY THRESHOLD LIGHTS
		AIRPORT ROTATING BEACON
		WIND CONE
		SECTION CORNER
		DIRT ROAD
		OBJECT FREE AREA
		OBJECT FREE ZONE
		VASI







0 300 600 900 1200
HORIZONTAL SCALE 1"=300'

BUILDINGS/FACILITIES

EXISTING	FUTURE	DESCRIPTION
1	1	TERMINAL BUILDING
2	2	AUTO PARKING SPACES
3	3	14 RESERVED AUTO PARKING SPACES -- 25 FUTURE SPACES
4	4	AIRCRAFT RAMP "A" 43 TIEDOWNS PER N716 LOSE 7 W/AIP #09 & OTHERS W/N716
5		RAMP "A" -- 6 HELICOPTER PARKING SPACES -- (REMOVED)
6		OFFICE BUILDING (GONE)
7		CONCRETE HELIPAD
8		2 ABOVEGROUND FUEL TANKS & PUMPS
9		RESTAURANT (TO BE RELOCATED)
10		COMM. ACT. BUILDING (TO BE REMOVED)
11		AIRCRAFT RAMP "B" 11 TIEDOWNS PER N716 LOSE 7 W/AIP #09 & 08
12		AIRCRAFT RAMP "C" (TO BE REMOVED)
13		AIRCRAFT MAINTENANCE BUILDING & OFFICE (TO BE REMOVED W/AIP #09)
14		AIRCRAFT RAMP "D" 12 TIEDOWNS PER N716 LOSE 6 W/AIP #09 & 08
15		AIRPORT ROTATING BEACON
16		B-C 8 CORPORATE HANGARS
17		B-1 13 "T" HANGARS (8 PVT & 5 SAA)
18		B-2 13 "T" HANGARS (8 PVT & 5 SAA)
19		B-3 15 "T" HANGARS (PVT)
20		B-4 12 "T" HANGARS (PVT)

BUILDINGS/FACILITIES

EXISTING	FUTURE	DESCRIPTION
21		B-5 7 "T" HANGARS (PVT)
22		CIVIL AIR PATROL OFFICE (TO BE RELOCATED)
23		SEGMENTED CIRCLE WITH LIGHTED WIND CONE
24		6 HANGARS (SAA)
25		5 HANGARS (SAA)
26		2 HANGARS (SAA)
27		(a) ACFT. MAINT. FACILITY 2 HGRS W/ OFF (b) 2 STORY OFF SUITE
28		OFFICE BUILDING LEASE (TO BE RELOCATED)
29		AIRCRAFT RAMP "E" 10 TIEDOWNS PER N716 LOSE 3 W/ AIP #09 & 08
30		18 AUTO PARKING SPACES
31		MASONIC LODGE
32		SKY RANCH LODGE
33		YAVAPAI COUNTY SHERIFF'S
34		WATER TANK (85,000 GALLONS)
35	35	WATER TANK (100,000 GALLONS)
36		2 HELIPADS (TO BE REMOVED W/AIP #09)
37		FIRE DEPT. RADIO ANTENNAE & CELL PHONE COMM. TWR.
38	38	AIRPORT DIRECTORY SIGNS
39		EXISTING OVERLOOK PARKING
40		ELECTRICAL VAULT BUILDING

BUILDINGS/FACILITIES

EXISTING	FUTURE	DESCRIPTION
41		AWOS SITE
	42	FUTURE FIRE DEPARTMENT
	43	FUTURE PARALLEL TAXIWAY
	44	FUTURE B-1 EXPANSION 7 "T" HANGARS
	45	FUTURE B-2 EXPANSION 6 "T" HANGARS
	46	FUTURE B-3 EXPANSION 8 "T" HANGARS
	47	FUTURE B-4 EXPANSION 8 "T" HANGARS
	48	FUTURE B-5 EXPANSION 8 "T" HANGARS
	49	FUTURE B-6 EXPANSION 6 HANGARS
	50	FUTURE B-7 EXPANSION 12 HANGARS (BEYOND 20-YEAR PLANNING PERIOD)
	51	FUTURE PAVED ROADS
	52	FUTURE B-C EXPANSION FOR CORPORATE HANGARS
	53	FUTURE AIRCRAFT SERVICE COMPANIES/COMMERCIAL SITES
	54	FUTURE APRON "A" EXPANSION
	55	FUTURE WASH RACK AND OIL DISPOSAL

AIRPORT DATA

		EXISTING	ULTIMATE
AIRPORT REFERENCE CODE		B-I	B-II
AIRCRAFT DESIGN GROUP		GROUP I	GROUP II
AIRCRAFT APPROACH CATEGORY		B	B
AIRPORT ELEVATION (M.S.L.)		4827.3'	4827.3'
MEAN MAX TEMPERATURE	JULY	95°F	95°F
AIRPORT AND TERMINAL NAVIGATION AIDS		N.D.B. R.E.I.L. (RUNWAY 3) ROTATING BEACON WIND CONES	G.P.S. R.E.I.L. (RUNWAY 3) ROTATING BEACON WIND CONES
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83) NORTH AMERICAN DATUM 1983	LAT. LONG.	34°50'54.867"N 111°47'13.408"W	34°50'54.867"N 111°47'13.408"W

FAA STATEMENT

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

FAA UPDATE APPROVAL

FOR APPROVAL BY YAVAPAI COUNTY

APPROVED BY _____ TITLE _____ DATE _____

NO.	DESCRIPTION OF WORK	DATE	BY	APPROVED
1	ALP UPDATE	12/99	RC	

SEDONA AIRPORT
SEDONA, ARIZONA

AIRPORT LAYOUT PLAN

SCALE	JOB NO.	DATE	SHEET
1"=300'	81442608	6/99	2 OF 8

Stantec Consulting Inc.
7778 Pointe Parkway W. Suite 290
Phoenix, Arizona 85044 USA
Phone: (602) 438-2200 Fax: (602) 431-9562

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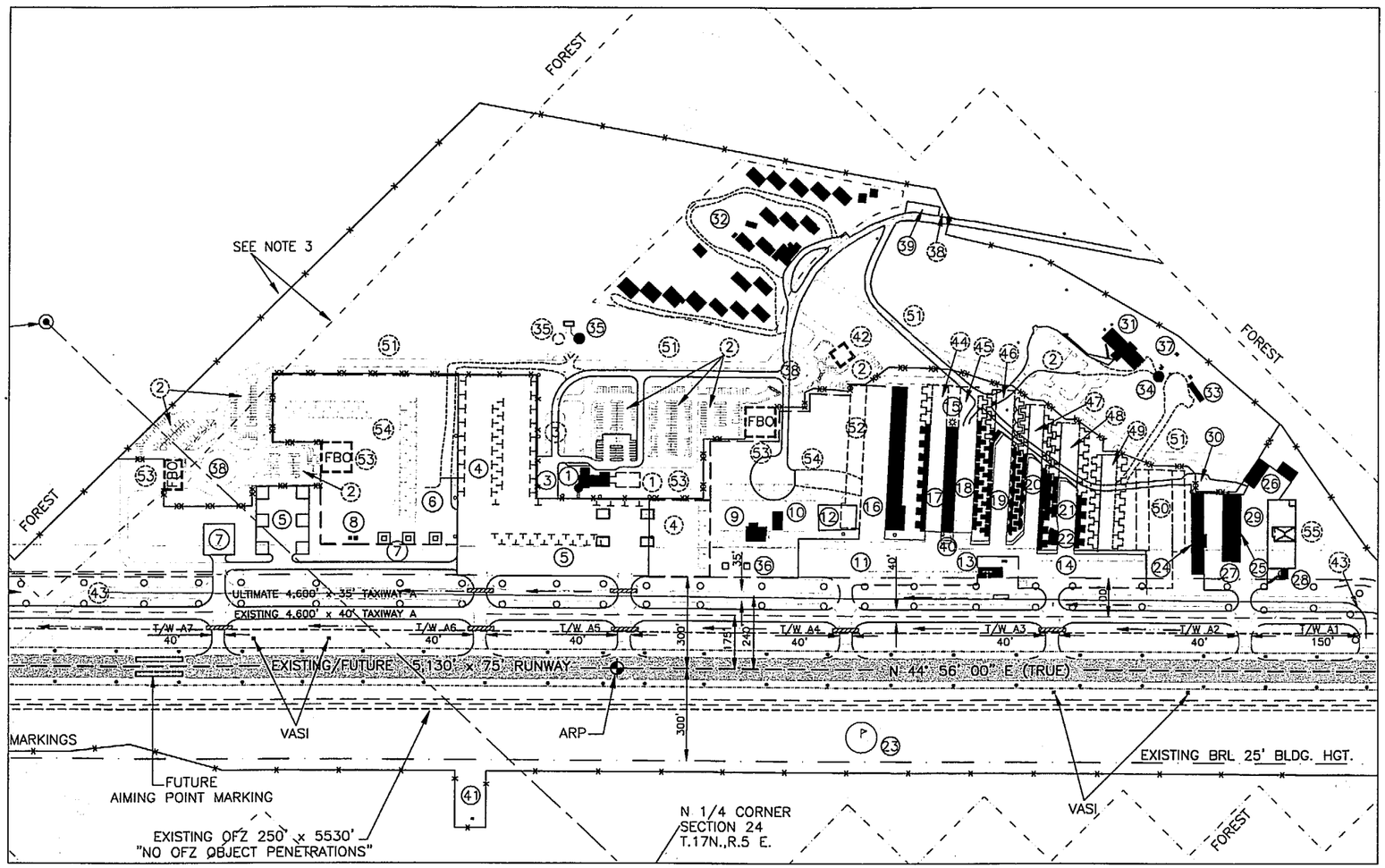

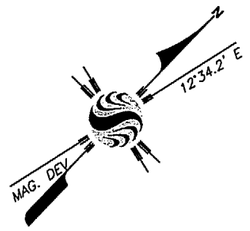

LEGEND

EXISTING	FUTURE	DESCRIPTION
		PROPERTY LINE
		FENCING
		BUILDING RESTRICTION LINE
		AIRPORT REFERENCE POINT (ARP)
		FACILITY DEVELOPMENT
		RUNWAY SAFETY AREA
		BUILDING FACILITIES
		DRAINAGE
		CULVERT
		TOPOGRAPHIC CONTOUR
		PAVED ROAD
		UNPAVED ROAD
		POWER POLE
		SECURITY LIGHT
		MEDIUM INTENSITY RUNWAY LIGHTS (MIRL)
		MEDIUM INTENSITY TAXIWAY LIGHTS (MITL)
		RUNWAY THRESHOLD LIGHTS
		AIRPORT ROTATING BEACON
		WIND CONE
		SECTION CORNER

GENERAL NOTES:

1. BUILDING HEIGHTS ARE ESTIMATED 4,734' (AIRPORT LEVEL ELEVATION) AND HAVE NOT BEEN SURVEYED.
2. A BOUNDARY SURVEY TO VERIFY THE AIRPORT PROPERTY LINE WAS CONDUCTED BY YAVAPAI COUNTY IN JUNE 1999. THE SURVEY REVEALED AN ERROR IN THE PROPERTY LINE AS DEPICTED ON THE APPROVED ALP. THE PROPERTY NECESSARY TO FACILITATE EXISTING AND FUTURE AIRPORT DEVELOPEMENT NEEDS TO BE TRANSFERRED FROM THE USFS.
3. THERE ARE 2 BUILDINGS (24, 25) WITHIN THE ULTIMATE BRL. IT IS RECOMMENDED THAT THESE BUILDING ELEVATIONS BE SURVEYED TO DETERMINE WHETHER THEY PENETRATE THE 7:1 TRANSITIONAL SURFACE.

0 200 400 600 800
HORIZONTAL SCALE 1"=200'

BUILDINGS/FACILITIES

EXISTING	FUTURE	DESCRIPTION	ESTIMATED
1	1	TERMINAL BUILDING	4,735'
2	2	AUTO PARKING SPACES	
3	3	14 RESERVED AUTO PARKING SPACES – 25 FUTURE SPACES	
4	4	AIRCRAFT RAMP "A" 43 TIEDOWNS PER N716 LOSE 7 W/ AIP #09 & OTHERS W/ N716	
5		RAMP "A" – 6 HELICOPTER PARKING SPACES – (REMOVED)	
6		OFFICE BUILDING (GONE)	4,810'
7		CONCRETE HELIPAD	
8		2 ABOVEGROUND FUEL TANKS & PUMPS (TO BE RELOCATED)	4,812'
9		RESTAURANT (TO BE RELOCATED)	4,730'
10		COMM. ACT. BUILDING (TO BE REMOVED)	4,740'
11		AIRCRAFT RAMP "B" 11 TIEDOWNS PER N716 LOSE 7 W/ AIP #09 & 06	
12		AIRCRAFT RAMP "C" (TO BE REMOVED)	
13		AIRCRAFT MAINTENANCE BUILDING & OFFICE (TO BE REMOVED W/ AIP #09)	4,812'
14		AIRCRAFT RAMP "D" 12 TIEDOWNS PER N716 LOSE 6 W/ AIP #09 & 06	
15		AIRPORT ROTATING BEACON	4,827'
16		B–0 8 CORPORATE HANGARS	4,830'
17		B–1 13 "T" HANGARS (8 PVT & 5 SAA))	4,812'
18		B–2 13 "T" HANGARS (8 PVT & 5 SAA)	4,812'
19		B–3 15 "T" HANGARS (PVT)	4,812'
20		B–4 12 "T" HANGARS (PVT)	4,812'

BUILDINGS/FACILITIES

EXISTING	FUTURE	DESCRIPTION	HEIGHT
21		B–5 7 "T" HANGARS (PVT)	4,815'
22		CIVIL AIR PATROL OFFICE (TO BE RELOCATED)	4,770'
23		SEGMENTED CIRCLE WITH LIGHTED WIND CONE	4,805'
24		6 HANGARS (SAA)	4,795'
25		5 HANGARS (SAA)	4,795'
26		2 HANGARS (SAA)	4,795'
27		(a) ACFT. MAINT. FACILITY 2 HGRS W/ OFF (b) 2 STORY OFF SUITE	4,820'
28		OFFICE BUILDING LEASE (TO BE RELOCATED)	4,820'
29		AIRCRAFT RAMP "E" 10 TIEDOWNS PER N716 LOSE 3 W/ AIP #09 & 06	
30		16 AUTO PARKING SPACES	
31		MASONIC LODGE	4,617'
32		SKY RANCH LODGE	4,777'
33		YAVAPAI COUNTY SHERIFF'S	4,825'
34		WATER TANK (85,000 GALLONS)	4,820'
35	35	WATER TANK (100,000 GALLONS)	4,820'
36		2 HELIPADS (TO BE REMOVED W/ AIP #09)	4,910'
37		FIRE DEPT. RADIO ANTENNAE & CELL PHONE COMM. TWR.	4,755'
38	38	AIRPORT DIRECTORY SIGNS	
39		EXISTING OVERLOOK PARKING	
40		ELECTRICAL VAULT BUILDING	4,755'

BUILDINGS/FACILITIES

EXISTING	FUTURE	DESCRIPTION	HEIGHT
41		AWOS SITE	
	42	FUTURE FIRE DEPARTMENT	4,795'
	43	FUTURE PARALLEL TAXIWAY	4,795'
	44	FUTURE B–1 EXPANSION 7 "T" HANGARS	4,795'
	45	FUTURE B–2 EXPANSION 6 "T" HANGARS	4,795'
	46	FUTURE B–3 EXPANSION 8 "T" HANGARS	4,795'
	47	FUTURE B–4 EXPANSION 8 "T" HANGARS	4,795'
	48	FUTURE B–5 EXPANSION 8 "T" HANGARS	4,795'
	49	FUTURE B–6 EXPANSION 6 HANGARS*	4,795'
	50	FUTURE B–7 EXPANSION 12 HANGARS*	4,795'
	51	FUTURE PAVED ROADS	
	52	FUTURE B–0 EXPANSION FOR CORPORATE HANGARS	4,800'
	53	FUTURE AIRCRAFT SERVICE COMPANIES/COMMERCIAL SITES	4,790'
	54	FUTURE APRON "A" EXPANSION	
	55	FUTURE WASH RACK AND OIL DISPOSAL	4,795'

NO.	DESCRIPTION OF WORK	DATE	BY	APPROVED
1	ALP UPDATE	12/99	RC	

SEDONA AIRPORT
SEDONA, ARIZONA

TERMINAL AREA PLAN

SCALE	JOB NO.	DATE	SHEET
1"=200'	81442608	5/99	3 OF 8

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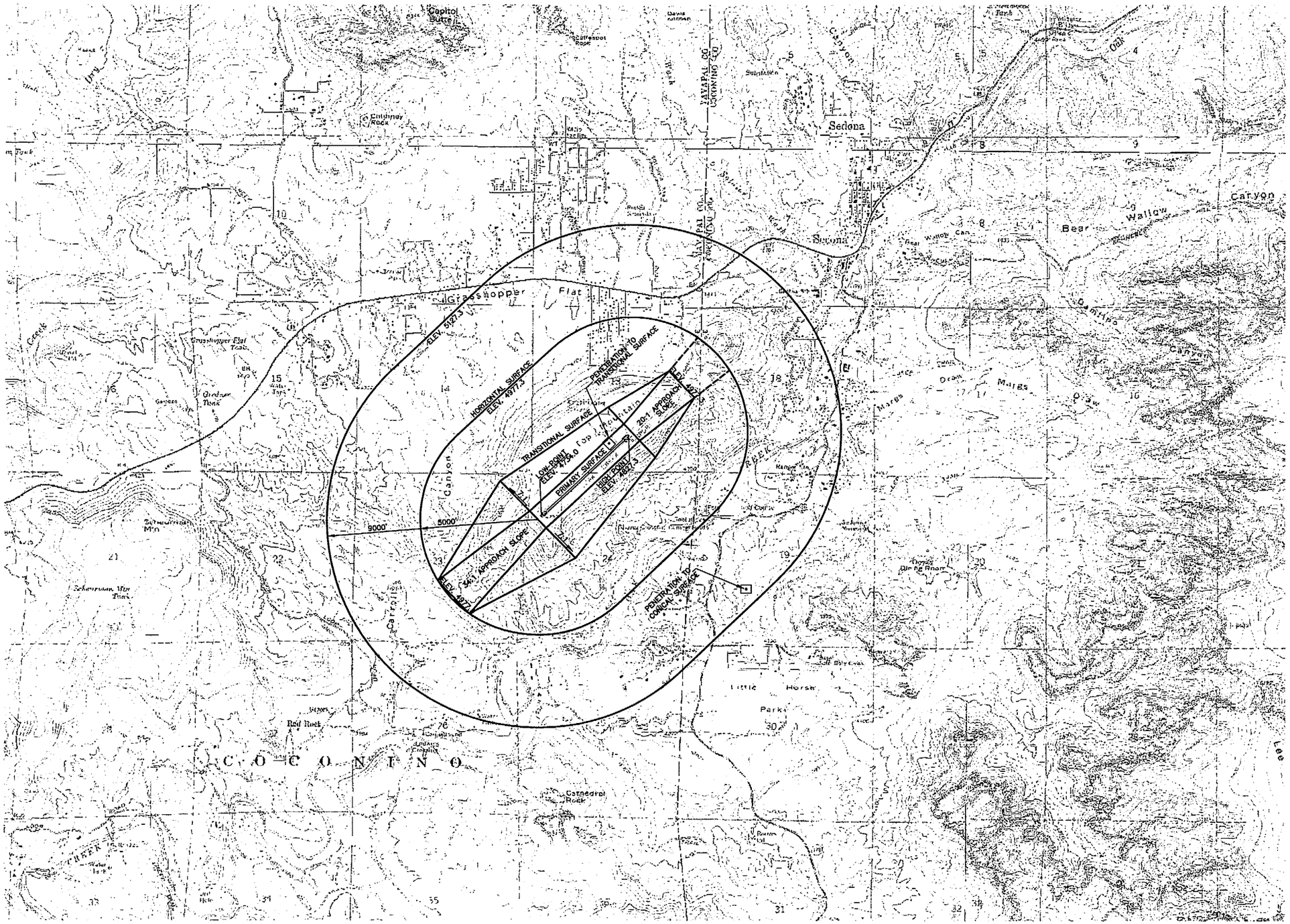

NOTES:

1. SOURCE OF BASE MAP QUADS USA – U.S.G.S. 7.5 MINUTE SERIES
2. ——►⊙ INDICATES TERRIAN PENETRATION TO FAR PART 77 IMAGINARY SURFACE. PEAK (APPROX. 5,300')
3. ——►⊙ INDICATES TERRIAN PENETRATION TO FAR PART 77 TRANSITIONAL SURFACE. THE FOLLOWING BUILDINGS PENETRATE THE FUTURE FAR PART 77 TRANSITION SURFACE FOR RUNWAY 03–21: BUILDING #24, MAXIMUM PERMITTED HEIGHT IS 9 FEET. BUILDING 25, MAXIMUM PERMITTED HEIGHT IS 15 FT. BUILDINGS #21 AND 22, MAXIMUM HEIGHT PERMITTED IS 20 FT. IT IS RECOMMENDED THAT THE AIRPORT SURVAY THE HEIGHT OF THESE BUILDINGS AND/OR RELOCATE THEM IF NECESSARY.

0 2000 4000 6000 8000
HORIZONTAL SCALE 1"=2000'

NO.	DESCRIPTION OF WORK	DATE	BY	APPROVED
1	ALP UPDATE	12/99	RC	

SEDONA AIRPORT

SEDONA, ARIZONA

FAR PART 77 IMAGINARY SURFACES

SCALE	JOB NO.	DATE	SHEET
1"=2000'	81442608	6/99	4 OF 8

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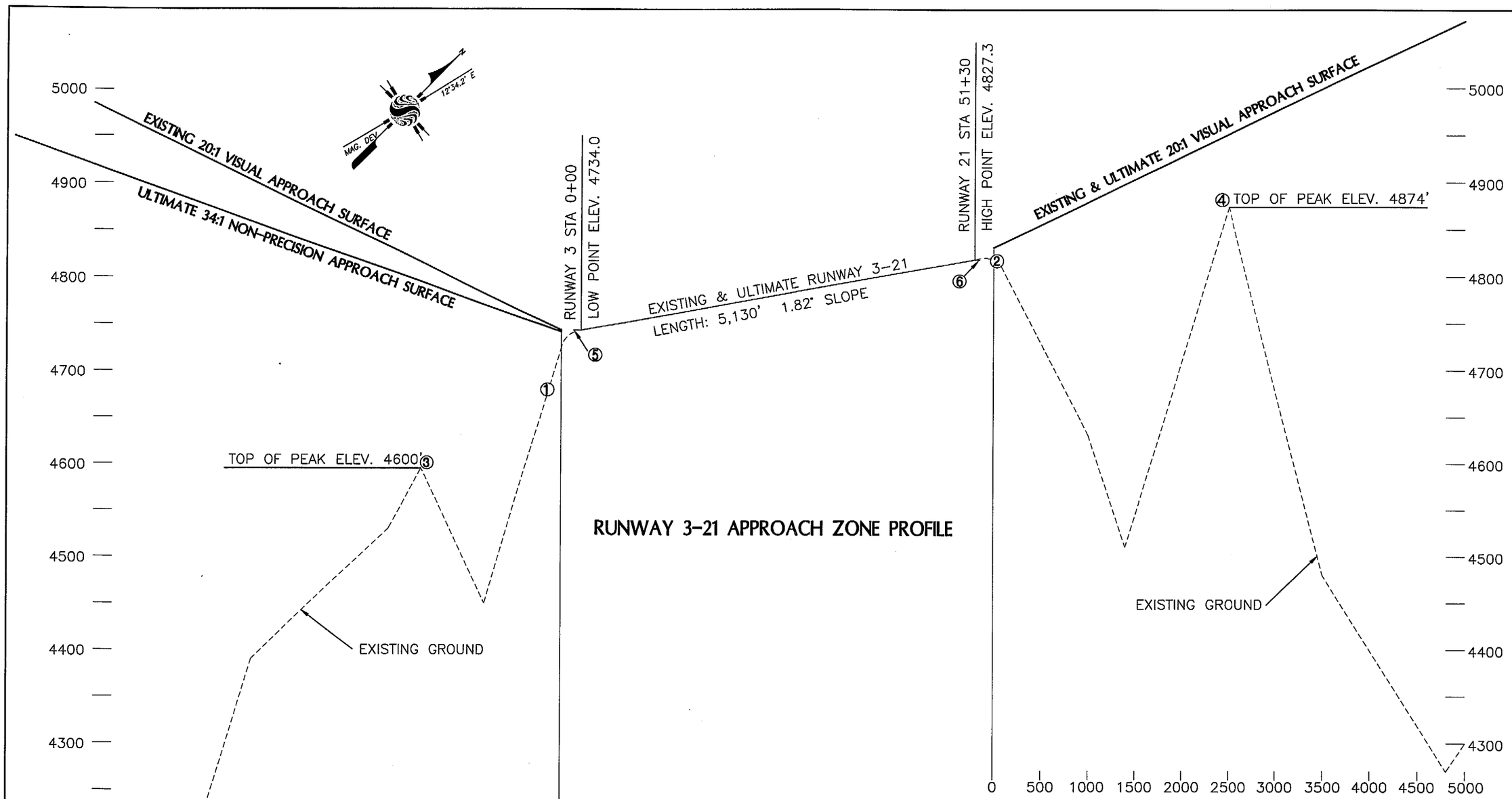

RUNWAY 3-21 APPROACH ZONE PROFILE

OBSTRUCTION TABLE					
NO.	DESCRIPTION	ELEVATION ± (MSL)	PENETRATION ±	SURFACE	DISPOSITION
①	FENCE	4,680′	-51′	APPROACH	NONE
②	FENCE	4,820′	-8′	APPROACH	NONE
③	GROUND	4,600′	-2,205′	APPROACH	NONE
④	GROUND	4,874′	-778′	APPROACH	NONE
⑤	DIRT ROAD	4,734′	NONE	APPROACH	NONE
⑥	DIRT ROAD	4,827.3′	NONE	APPROACH	NONE

SOURCE: YAVAPAI COUNTY SURVEY (NOV. 1998)

NO.	DESCRIPTION OF WORK	DATE	BY	APPROVED
1	ALP UPDATE	12/99	RC	

SEDONA AIRPORT
SEDONA, ARIZONA
RUNWAY 3-21 PROFILE & APPROACH ZONE PROFILE

SCALE	JOB NO.	DATE	SHEET
H 1"=500' V 1"=50'	81442608	6/99	5 OF 8

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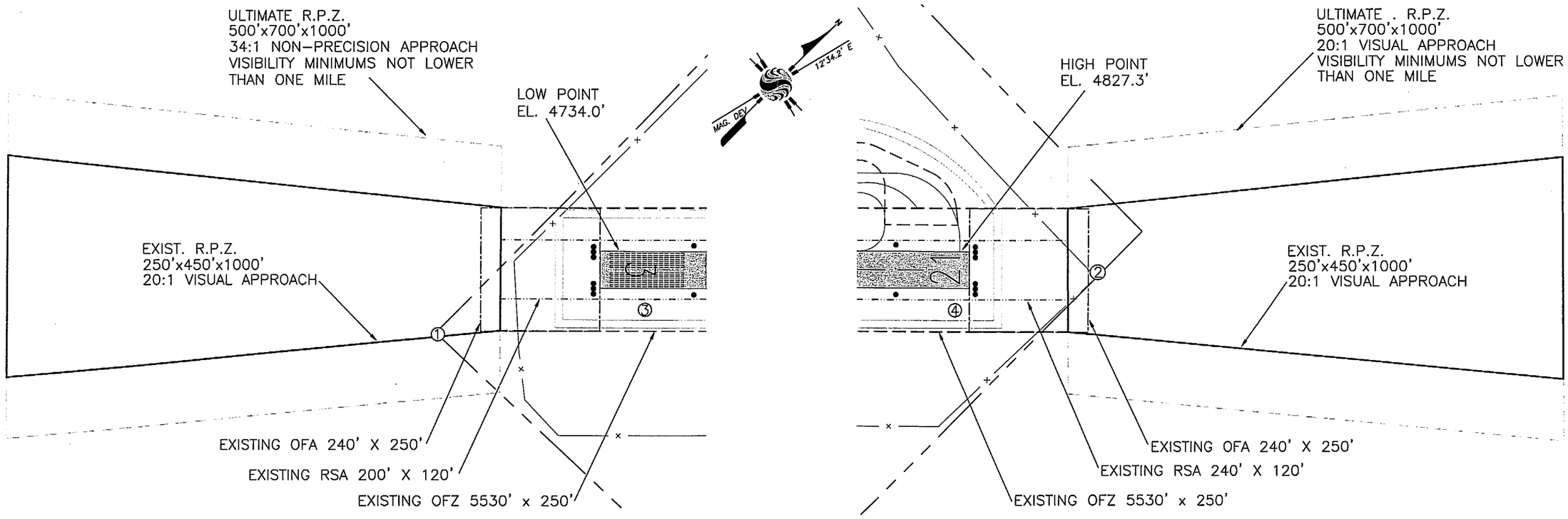
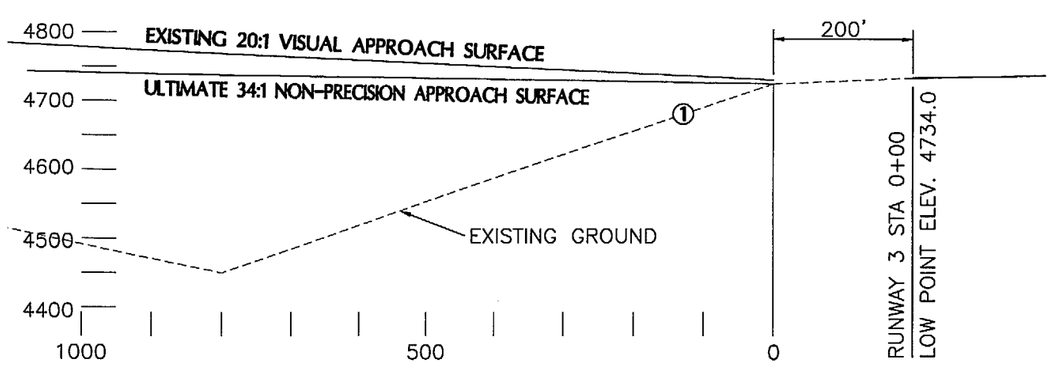
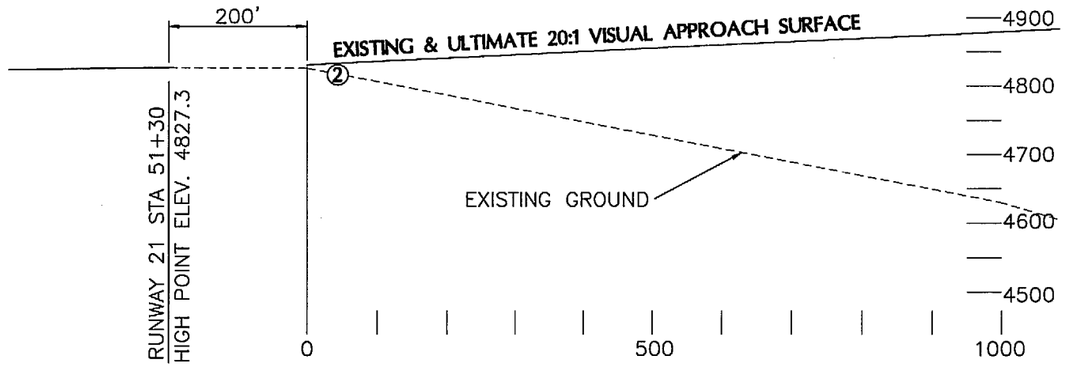


RUNWAY 3-21 PROTECTION ZONE PLANS





RUNWAY 3-21 PROTECTION ZONE PROFILES

OBSTRUCTION TABLE

NO.	DESCRIPTION	ELEVATION ± (MSL)	PENETRATION ±	SURFACE	DISPOSITION
①	FENCE	4,680'	-51'	APPROACH	NONE
②	FENCE	4,820'	-8'	APPROACH	NONE
③	DIRT ROAD	4,734'	NONE	APPROACH	NONE
④	DIRT ROAD	4,827'	NONE	APPROACH	NONE

LEGEND

— — — —	PROPERTY LINE
-x-x-	FENCE
═══	DIRT ROAD

GENERAL NOTES:

1. INFORMATION BASED ON YAVAPAI COUNTY SURVEY (NOV. 1998)
2. EXISTING RSA 40' LESS THAN FAA DESIGN STANDARD.

NO.	DESCRIPTION OF WORK	DATE	BY	APPROVED
1	ALP UPDATE	12/99	RC	

SEDONA AIRPORT
SEDONA, ARIZONA

RUNWAY 3-21 PROTECTION ZONE PLAN

SCALE	JOB NO.	DATE	SHEET
H 1"=100' V 1"=100'	81442608	6/99	6 OF 8

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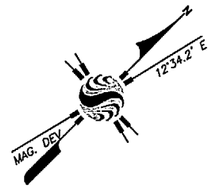
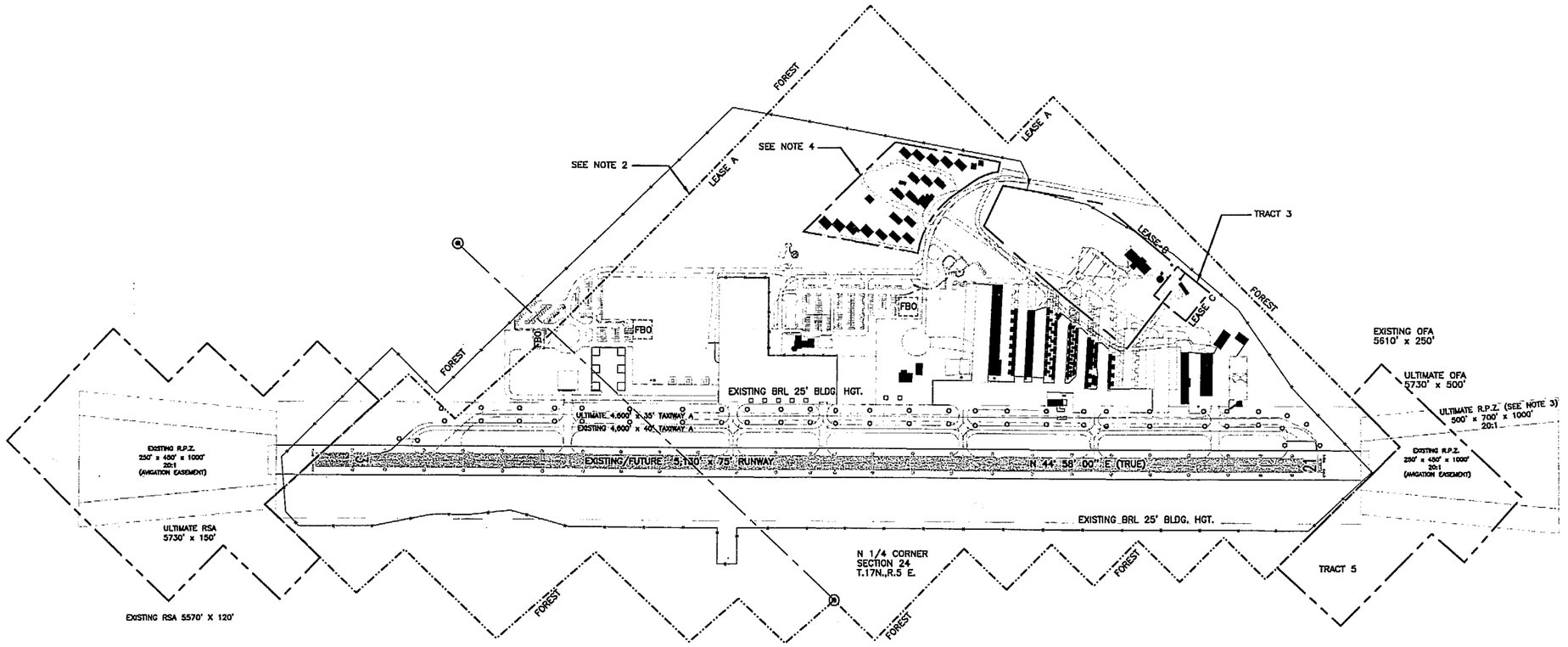
PROPERTY TABLE						
TRACT	ACREAGE	LOCATION	OWNER	HOW SECURED	DATE	USAGE
1.	230 ±	PART OF SEC 13 AND SEC 24	YAVAPAI COUNTY	FEE SIMPLE	OCT. 31,1956	AIRPORT
2.	9.887±	PART OF SEC 13 AND SEC 24	YAVAPAI COUNTY	FEE SIMPLE	JULY 6,1964	MASONIC TEMPLE
3.	1 ±	PART OF SEC 13 AND SEC 24	YAVAPAI COUNTY	FEE SIMPLE	JAN. 18,1971	SHERIFF'S CAMP
4.	10 ±	PART OF SEC 13	STATE OF AZ.	AVIGATION EASEMENT	APRIL 27,1981	SW RPZ APPROACH AREA
5.	10 ±	PART OF SEC 24	STATE OF AZ.	AVIGATION EASEMENT	APRIL 27,1981	NE RPZ APPROACH AREA





LEASE TABLE				
LEASE	ACREAGE	DESCRIPTION	LEASEE	LEASE TERM
A.	230 ±	AIRPORT PROPERTY*	SEDONA AIRPORT ADMIN.	JAN. 18,1971–2013
B.	9.887±	MASONIC TEMPLE**	SEDONA SQUARE & COMPASS CLUB	JULY 6,1964–JUNE 2014
C.	1 ±	SHERIFF'S CAMP	YAVAPAI COUNTY SHERIFF	INDEFINITE

* MASTER LEASE FROM YAVAPAI COUNTY TO SAA W/FOLLOWING FAA GRANTS

9-02-028-0701
9-02-028-0802
9-02-028-6003
9-02-028-C904

** MASONIC LODGE LEASE REMAINS WITH YAVAPAI COUNTY

LEGEND		
EXISTING	FUTURE	DESCRIPTION
		LEASE LINE
		NON–AVIATION LEASE LINE
		PROPERTY LINE
		BUILDING RESTRICTION LINE
		FACILITY DEVELOPMENT
		RUNWAY SAFETY AREA
		OBJECT FREE AREA
		BUILDING CONSTRUCTION
		PAVED ROAD
		UNPAVED ROAD
		RPZ EASEMENT
		MIRL
	O	MITL

GENERAL NOTES:

1. THIS DRAWING IS BASED ON INFORMATION PROVIDED BY THE SEDONA AIRPORT ADMINISTRATION.
2. A BOUNDARY SURVEY TO VERIFY THE AIRPORT PROPERTY LINE WAS CONDUCTED BY YAVAPAI COUNTY IN JUNE 1999. THE SURVEY REVEALED AN ERROR IN THE PROPERTY LINE AS DEPICTED ON THE APPROVED ALP. THE PROPERTY NECESSARY TO FACILITATE EXISTING AND FUTURE AIRPORT DEVELOPEMENT NEEDS TO BE TRANSFERRED FROM THE USFS.
3. SINCE PART OF RUNWAY 21'S RPZ IS OVER PROTECTED US FOREST, TERRAIN DROPS WELL BELOW RUNWAY END, AND IS LOCATED IN UNDEVELOPABLE LAND, RECOMMEND WAIVING REQUIREMENT TO ACQUIRE ADDITIONAL EASEMENT FOR THIS AREA.
4. SKY RANCH LODGE IS PART OF LEASE "A" BETWEEN SAA AND YAVAPAI COUNTY NOTED IN THE LEASE TABLE. HOWEVER, THIS PARCEL HAS BEEN SUB–LEASED BY SAA TO SKY RANCH LODGE FOR NON–AVIATION USE. THUS, FOR PLANNING PURPOSES, THIS SUB–LEASE HAS BEEN IDENTIFIED.

0 300 600 900 1200
HORIZONTAL SCALE 1"=300'

NO.	DESCRIPTION OF WORK	DATE	BY	APPROVED
1	ALP UPDATE	12/99	RC	

SEDONA AIRPORT
SEDONA, ARIZONA

AIRPORT PROPERTY MAP

SCALE	JOB NO.	DATE	SHEET
1"=300'	81442608	6/99	7 OF 8

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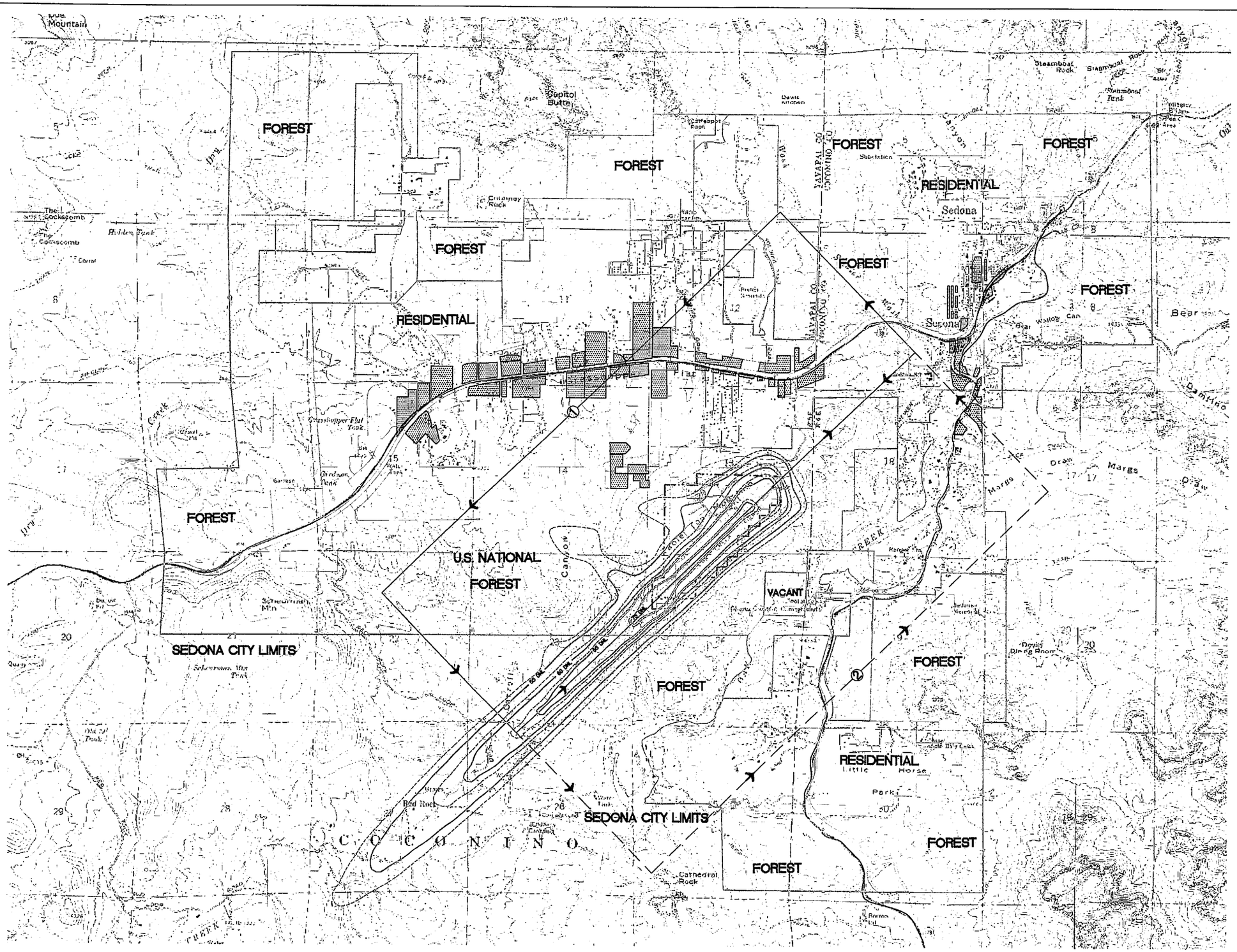
FOREST
RESIDENTIAL
Sedona
U.S. NATIONAL FOREST
SEDONA CITY LIMITS
VACANT
COCONINO
Capitol Butte
Cathedral Rock
Bear Wallow Canyon
Oak Creek
Dry Creek
Munds Park
Little Horse Park
Steamboat Rock
Coffeepot Rock
Chimney Rock
Red Rock
Schnebly Hill
Sedona Hwy Tanks
Sedona Substation
Mary Control Campground
Marys Draw
Bear Draw
Dry Creek
Dining Room
Sedona Community Center